

## Section 11: DETECTORS IN CITY STREETS

### 11.1 Vehicle Detectors in the Work Area

The SFMTA maintains vehicular detector loops at certain signalized intersections. Detector loops are usually marked with rectangular or circular saw-cuts in the pavement, just before the crosswalk line. The loops are usually located within the first four (4) inches of the roadway surface. The Contractor is responsible for making sure that these facilities are not damaged. If these loops are within the work area and could be damaged or affected, the Contractor should follow the procedure below:

The Contractor shall notify SFMTA Signal Shop at 415.401.3700, 48 hours *before* starting work.

The Contractor shall obtain a copy of the loop detector plan from SFMTA by emailing [trafficpermits@sfmta.com](mailto:trafficpermits@sfmta.com)

At the Contractor's expense, the SFMTA Signal Shop will disconnect wired vehicle detectors prior to the Contractor starting work

The Contractor shall repair and restore the wired loops, at the Contractor's expense, within seven days of roadway restoration at the site.

The Contractor shall notify the SFMTA Signal Shop as soon as the wired loop is re-installed for inspection.

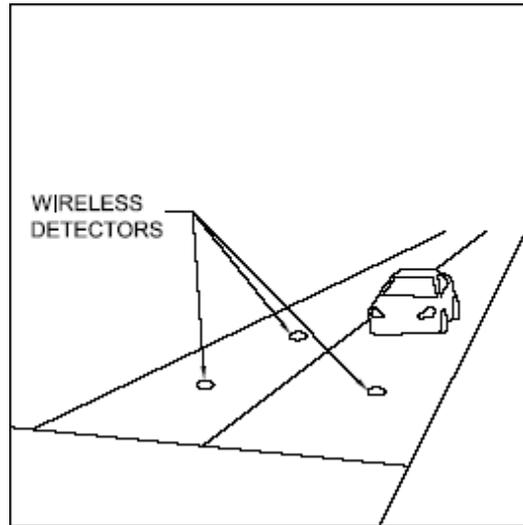
### 11.2 Vehicle Sensors in the Work Area

The SFMTA maintains wireless vehicular sensors at certain signalized intersections. Sensors are shown on the pavement by circular black epoxy dots. The Contractor is responsible for making sure that these facilities are not damaged. If these sensors are within the work area and could be damaged or affected, the Contractor should follow the procedure below:

The Contractor shall notify SFMTA Signal Shop at 415.401.3700, 48 hours before starting work.

The Contractor shall obtain a copy of the wireless/loop detector plan from SFMTA by emailing [trafficpermits@sfmta.com](mailto:trafficpermits@sfmta.com).

At the Contractor's expense, the SFMTA Signal Shop will remove wireless vehicle detectors prior to the Contractor starting work and re-install the detectors after work is completed.



**Figure 2:** Wireless Detector Schematic

In the field, detectors look like black epoxy dots, approximately four (4) inches in diameter. The Contractor shall notify the SFMTA Signal Shop if it is suspected a detector could be within the work area.

### 11.3 Bicycle Counter Detectors in the Work Area

SFMTA maintains automatic bicycle counter loops on certain streets. These loops are marked with diamond saw-cuts in the pavement and are in bike lanes at mid-block and intersection locations. The wired loop counters are installed one (1) to three (3) inches below the road surface.

If these detectors are located within the work area and could be subjected to damage by construction, the Contractor is responsible for coordinating their removal with SFMTA. The Contractor should follow the procedure below:

- A. The Contractor shall notify SFMTA via email at [bikecounters@sfmta.com](mailto:bikecounters@sfmta.com), two (2) working days before starting work.
- B. The Contractor shall deliver one set of the excavation plans to the San Francisco Municipal Transportation Agency at 1 South Van Ness Avenue, 7<sup>th</sup> Floor at least two (2) working days before starting work.
- C. The SFMTA shall send an estimate of the cost of restoring the bike detectors to the Contractor. The Contractor shall send a check for the estimated cost to the SFMTA within 15 working days.
- D. The Contractor shall send confirmation to the SFMTA Livable Streets when the paving has been accepted by the SFPW-BSM Inspector.

#### 11.4 Working Around Parking Stall or Roadway Sensors

If parking stall or roadway sensors are located within the work area and could be damaged or affected, the Contractor is responsible for the removal and safe handling of these decommissioned sensors. The Contractor shall contact Steve Counts ([Stephen.Counts@sfmta.com](mailto:Stephen.Counts@sfmta.com), 415-550-2779) to coordinate the drop-off of the sensors at the SFMTA Meter Shop at 1508 Bancroft Avenue, San Francisco, CA 94124.

Wireless detectors shall never be punctured, cut, ground, or removed from solid core. These actions may result in leakage or release of battery contents, explosion, or fire.

#### 11.5 Other Traffic-Related Devices in the Work Area

In addition to having vehicle loop detectors for signals, some intersections in the City have red light cameras or in-pavement flashing devices. The Contractor should follow the procedures described in Section 11.1 "Vehicle Detectors in the Work Area" when encountering these conditions